1886 RO

Victor
Overman
Wheel Co.
Bicycles
Tricycles
Boston,
U.S.A.
182
Columbus
Ave.

1886

OVERMAN WHEEL COMPANY.

A. H. OVERMAN, President.
E. C. HODGES, Vice-President.
E. S. WHITE, Secretary and Treasurer.

OFFICE:

Boston, U.S.A., 182 Columbus Avenue.

Works at Chicopee, Mass.

SPRINGFIELD PRINTING COMPANY,
ELECTROTYPERS, PRINTERS, AND BINDERS,
SPRINGFIELD, MASS.

THE VICTOR BICYCLE.

IN presenting for the fourth time our annual catalog, we do so with a feeling of pride in the success which we have had in the past. Cycle making in the

A desperate effort has been made by our competitors to prevent us from placing THE NEW VICTOR BICYCLE on the market.

By conspiring with employees at our factory these parties were enabled to examine our manufacturing contract and also to procure admission, during our absence, to our works, where it was found that we were making a Bicycle which would be hard to compete with.

An injunction against us was applied for and denied.

Attachments to the amount of $79,000 were placed upon us, and every obstacle put in the way of our giving bonds.

An unsuccessful attempt was also made to throw us into insolvency.

The report that THE VICTOR BICYCLE would not be on the market this season was industriously circulated, and in some cases agents were induced to sign contracts not to sell our goods.

The real reason of all this is the real merit of our machine.

The right prevails, and we are now furnishing our Bicycle to hundreds of riders who are glad they waited for it until the war of extermination was over.

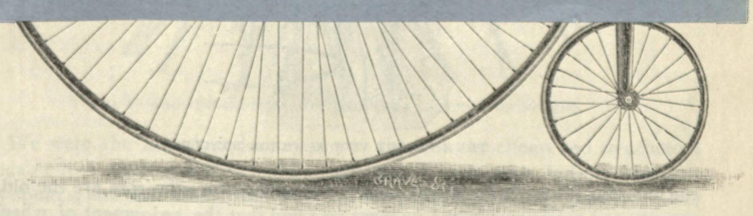

FIG. 1—SIDE VIEW OF VICTOR BICYCLE.

been attained by the combined efforts of the world's makers. Cycle building, like ship building, is something more than the putting together of material—the model must first be formed in the mind of a master, and if, when completed, there is a lack of harmony and rhythm, a failure will result, which to the casual observer will be unaccountable. In order to understand and be in harmony

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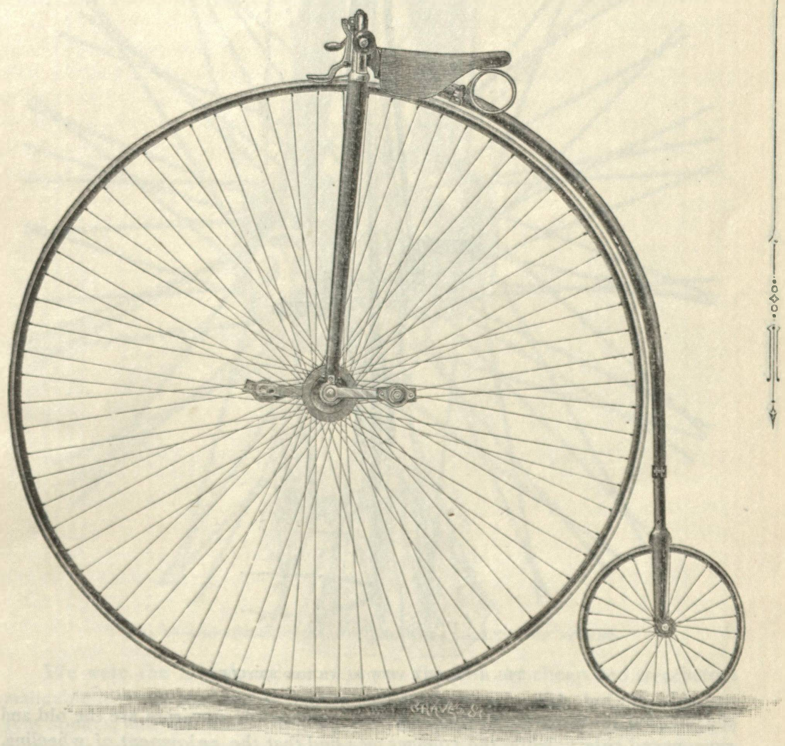

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with the progression which has been made in this manufacture in Europe, our President has made annual tours of inspection amongst European makers for the last six years, thus getting a knowledge of the state of the art, which, united with a determination to do only the best things, enables us to offer bicycle riders a machine combining the best of the past, with all the important improvements of to-day.

We have undertaken to manufacture cycles of the highest possible grade, and we feel warranted in saying that no new wheel was ever received with such favor as the Victor Light Roadster bicycle of last season. We note with pleasure

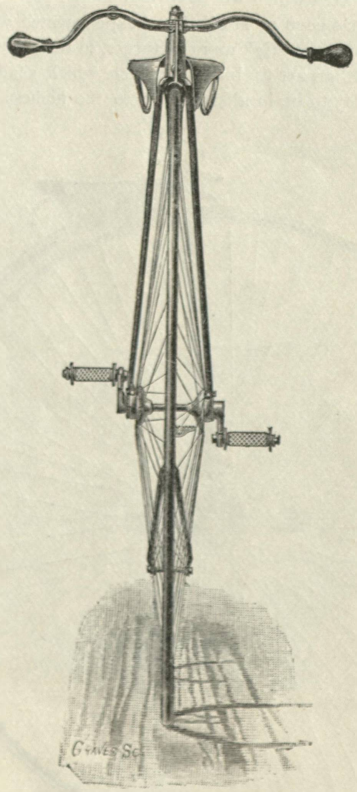

FIG. 4—FRONT VIEW OF VICTOR BICYCLE.

the fact that its warmest friends and most enthusiastic admirers are the old and experienced riders, while the younger men find that the enjoyment of wheeling, the ease of hill-climbing, and the delight of coasting on a Victor surpasses every reasonable expectation.

We feel that we are running no risk in referring intending purchasers to *all riders of Victor Bicycles*. Among its many points of superiority those of coasting and hill-climbing have been particularly remarked, and are indicative of the perfection of the "lines" of the machine. If a bicycle coasts well it

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shows that the parts are well fitted and the bearings true, and the only time to appreciate this is when the power is taken off,—then the machine itself has a chance to talk, and it tells unerringly what the work is. The Victor has gained the reputation of being a coaster *par excellence*, and Victor riders have challenged all comers with success.

No greater strain is put upon a machine than in hill-climbing, and not only is it a test of the durability of the work, but it is also a test of the running quality. A clumsy machine is a hard hill-climber. Ask any Victor rider how his machine coasts and how it climbs hills.

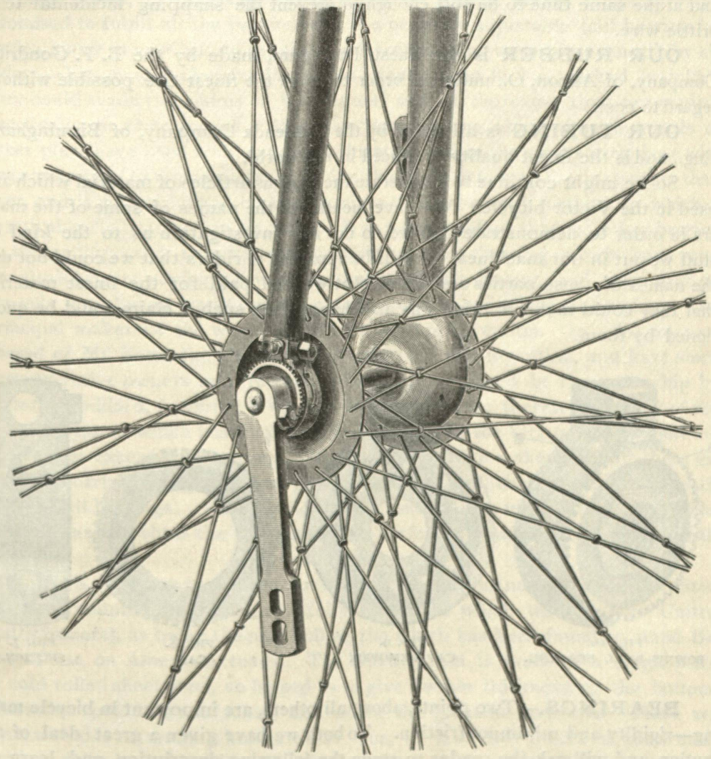


FIG. 2—SHOWING HUB, CRANK, AND ARRANGEMENT OF SPOKES.

We were the first American makers to abandon the cheap and treacherous malleable iron castings and to build a high grade bicycle with hollow rims, tangent spokes, and *all steel*. We want to be understood to say that the Victor bicycle contains absolutely no cast metal, and the machine is so guaranteed. The cheap way to make parts is to use a wooden pattern and from it have castings made. The expensive way, and the way which we have adopted for all parts, is to make steel dies for each piece and forge the pieces from steel, thus insuring accurate form, without the tendency to flaws incidental to castings.

Accurate methods are necessary to uniform and perfect results. Thumb measure guesses, while steel measure determines.

MATERIAL.—*Our steel* is made by the Sweet's Mfg. Co., of Syracuse, and is the result of a great deal of experimenting for the purpose of finding out what steel is best adapted to the great strain to be borne in the various parts of a bicycle. It is made without limit as to cost of production, and the entire lot for the output of the coming year was made at one time in order to insure uniformity in quality. This cannot be when makers buy their steel in small, scattering lots, as it is impossible to make different lots of steel precisely alike.

OUR SPOKE WIRE is made especially for the purpose, and is adapted to stand the great strain of tension in the wheel without stretching out of shape, and at the same time to be soft enough to prevent the snapping incidental to a brittle wire.

OUR RUBBER is the finest Para gum, made by the B. F. Goodrich Company, of Akron, O., under an order to make the finest tire possible without regard to cost.

OUR TUBING is all made by the Credenda Company, of Birmingham, Eng., and is the finest quality produced in the world.

So we might continue to enumerate the various articles of material which are used in the Victor bicycle. We have mentioned the names of some of the makers in order to demonstrate that we do not fear investigation as to the kind of stuff we put in our machines. It will be apparent to riders that we could not use the names of these parties and claim that we had paid for the finest material that they could make, if there was any chance that such a claim could be questioned by them.

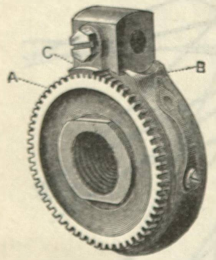


FIG. 16.
BOWN'S BALL BEARING.

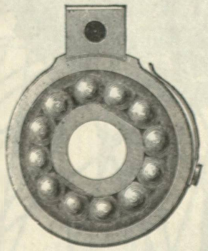


FIG. 9.
CAP REMOVED.

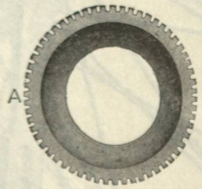


FIG. 8.
CAP.

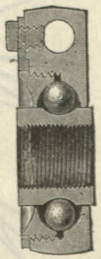


FIG. 7.
SECTION.

BEARINGS.—Two points, above all others, are important in bicycle making—rigidity and minimum friction. To both we have given a great deal of attention, and will ask the reader to study the following description, and learn of the ways by which we have made a bicycle as rigid as a steel bar and with so little friction that the wheels almost seem to run themselves.

The enemy which cycle makers have most to contend with is friction. The question of cycle journal bearings has been a wide and troublesome one from the beginning. Two great obstacles were to be overcome: first, friction; second, wear. A bearing may be ever so nicely fitted, but without perfect means for adjustment it will soon wear and become loose. It is now conceded by all that cycle bearings must be balls, so arranged that a single row or circle of them will form a complete journal bearing. The balls and the surfaces on which they travel must be as hard as glass, and, above all and most important, there must be perfect means for adjusting the surfaces which come in contact

with the balls, so that when there is wear, even though it be as little as the fifteen-hundredth part of an inch, the bearing can be altered to compensate for such wear. In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time very tight and very loose; that is, perfectly free to spin and entirely rigid, allowing no shake in the parts. It can be seen by any one, mechanic or not, that cycle parts must travel in the course intended, and avoid the slightest deviation from that track.

To accomplish these results many devices have been tried, and hundreds of patents taken out in this country and Europe. In 1877 there was patented to William Bown, of England, the invention of Joseph Henry Hughes, which promised to fulfill all the requirements of a perfectly adjustable ball bearing for cycles, and it is needless to say that the invention was warmly welcomed by all riders, while many makers and inventors attempted to find a method by which they could evade the claims of this patent, and at the same time accomplish practically the same results. After nine years, during which time hundreds of other plans have been tried and much litigation had in the courts with those who have attempted to appropriate the device, the Bown patent to-day is stronger than ever, and is acknowledged by all fair minds to be the only method by which a practical cycle bearing can be made. It is a fact, to-day, that no other bearing is succeeding, and that all modifications of this bearing which have any practicability are paying a royalty for the use of this patent, and their makers are only introducing modifications in order to claim an individual bearing. The principal makers of the world pay tribute to this invention. In 1884 we purchased of Mr. Bown the United States patent for this invention, and have since been exclusive owners until recently, when we were joined in the ownership by Messrs. Stoddard, Lovering & Co., of Boston. We are therefore owners of the principal patent which bears upon cycle making. In the Victor bicycle there are no bearings except ball bearings. It is customary with makers to add these expensive bearings to the different parts only as ordered, charging extra for each pair of ball bearings. As we believe these essential we use nothing else. The illustrations will show the very simple and perfect method used in Bown's ball bearings.

RIMS.—We were the first American makers to manufacture hollow rims, and have adopted the Warwick Hollow Rim (of which we are sole United States owners), as being the only hollow rim which has been found to stand the test of use on American roads. The Warwick rim is made of a single piece of cold rolled sheet steel, so lapped as to give double thickness in the bottom, where the spokes are attached, and where the greatest strain is. There are three methods of making hollow rims: one, to take two pieces of sheet steel and join them by soft solder—the disadvantages of this method are too apparent to need explanation; another way is to take a tube and roll it into the shape of a rim—the disadvantage of this method is that if heavy enough tube is used to give sufficient thickness of metal for strength and stiffness at the points where spokes are attached, the rim will be too heavy, as a tube cannot have walls varying in thickness. In the Warwick rim, by the method of brazing a lapped joint in the bottom we get double the thickness at the point where the strain comes, likewise double the body of metal in which to form the bed for the nipple-head, thus preventing the nipple from bedding or necking into the rim-hole, as is sure to be the case where the attempt is made to seat a nipple in too thin steel. The importance of a rigid rim cannot be overestimated. If the rim is out the wheel is wrong. The Warwick rim, as made by us, has two dis

tinct features not found elsewhere: first, we use a heavier and stiffer steel; second, the rims are shallower.

As we do not use cement with our compressed tires we do not have to provide storage room in the rim for the wax, and as our method of attaching is positive and does not depend upon the amount of contact between rim and rubber, we are able to make a very shallow rim, which, while most of its advantages accrue to the tire, possesses this advantage for the rim—that being very shallow it has great lateral strength. This result is shown by the fact that during the past year we have not known of *one Victor bicycle wheel being buckled.* Buckling, or springing out of round on receiving a lateral strain, is the most common of difficulties with bicycle wheels.

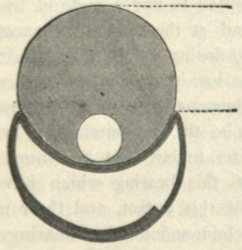


FIG. 15.
WARWICK RIM, COMPRESSED CUSHIONED TIRE.
Dotted lines show amount of rubber exposed for use.

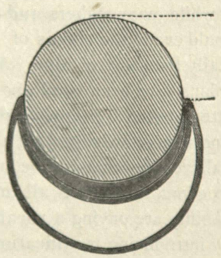


FIG. 13.
ORDINARY RIM AND CEMENTED TIRE.
Small amount of rubber exposed for use.

TIRES.—No feature in wheel-making bears more directly upon the comfort and safety of rider and machine than the rubber band which encircles the wheel. We are indebted to rubber for our enjoyment of cycling. The requirements of a tire are, first, elasticity; second, durability; third, perfect attachment to the wheel. The elasticity of rubber depends upon displacement. Rubber is as dense as iron when confined, but thoroughly elastic when allowed room for displacement. Tires, as heretofore made, have been one half outside, unconfined, and therefore elastic, one half inside, and confined, therefore inelastic—the inner half of the tire serving only for the purpose of attaching the rubber to the rim,

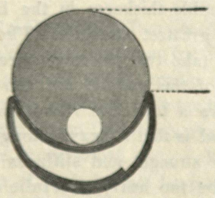


FIG. 11—REAR WHEEL TIRE.

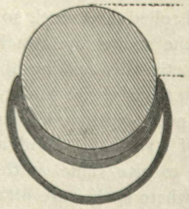


FIG. 10—ORDINARY REAR TIRE.

Dotted lines show amount of rubber exposed for use.

thus contributing almost nothing to the elasticity of the tire, so that for this purpose it might as well be made of wood. To overcome this condition we have introduced a new tire which provides for an inner open space into which the rubber can cushion. In this way we utilize the entire body of the rubber,

making the rubber inside of the rim just as useful as that outside. In demonstrating the truth of this theory we have found that where rubber is confined in a hole, no amount of pressure will condense the rubber in the slightest degree. The elasticity of our seven-eighths inch tire is equal to a one and one-eighth inch tire made solid and attached in the usual way. Durability of the tire is insured by our compressed method, as we do not stretch the rubber but use a tire larger than the wheel, and compress it into the rim by means of clamping machinery. A tire which is stretched into the rim tears open at every cut, soon becoming ragged and ruined by contact with the stones and uneven surfaces of the roads, while cuts in compressed tires close up and do not enlarge. Rubber, when compressed, is far less easily cut, the tendency being to temporarily dent the rubber instead of cutting into it, as is the case in a stretched rubber which resists pressure. We claim that the Victor compressed tire will wear twice as long as the ordinary stretched tire fastened with cement.

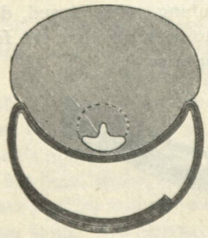


FIG. 12.
COMPRESSED CUSHIONED TIRE UNDER PRESSURE.

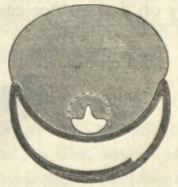


FIG. 14.
REAR WHEEL TIRE UNDER PRESSURE.

If the tire is attached in such a way that it can be pulled out (which means that it can come out on the road), it is not useful, but dangerous. We are the only makers in the world who guarantee tires to stay in—and who invite the public to pull them out if they can, and claim that their tires will be torn to pieces, bit by bit, before they will part from the rim. We use no cement, but by a chemical process which admits of the tire being easily taken out to replace spokes, we attach the rubber directly to the rim. The Victor compressed tire cannot be appreciated without mounting the wheel. All vibration is lessened. We have abandoned red sulphuret of antimony, as its only use is to adulterate the rubber and give it a red color. We are using the finest Para gum, with barely sulphur enough to vulcanize the rubber, thus making the purest tire possible. It is much more expensive than the antimony tire, but gives far better results in wear. Our tires, then, will be found to be a gray black, or the color of virgin gum. We have named our tire a "compressed tire." It differs from other tires in these respects only: first, it is a pure, gum rubber; second, it is not stretched, as all others are, but is made larger than the rim, and compressed into the rim; third, it is attached without wax, or tire cement, by a chemical process, uniting the rubber directly with the rim. We make this full explanation, as it has happened that some of our competitors have interested themselves in circulating misleading statements with regard to this tire. The compressed tire originated with us, and is controlled by us. Our price for compressing tires into the wheels of other bicycles is ten dollars a pair; we therefore consider that the Victor bicycle is worth ten dollars more on this account.

WELDLESS STEEL TUBING, made for us in Birmingham, Eng., is used for all hollow parts, and everything is hollow that will admit of it. This tubing is a marvel of strength and lightness, and is essential to the best work. It is very thin, and finished inside and out to a gauge. There is not a seam nor a joint in it, thus making an ideal frame for a bicycle. Our spines, forks, handle-bars, and pedal-centers are all made of this tubing.

BACKBONES are of inch-and-a-half weldless steel tubing—a large section, to give rigidity and strength. The connection between rear fork and backbone is now made of solid steel forging, bell-shaped, so that the whole dome of the fork is reinforced, and the neck of this forging extends fully two inches into tne backbone. The rear fork is made straight instead of curving back, in order to carry the step a proper distance from the front wheel. With a curved rear fork the step is brought so near the front wheel that in mounting the wheel is apt to strike the rider's toe and throw him off. Also, there is less rigidity in a curved rear fork. "Curved lines for beauty, straight lines for duty."

FRONT FORKS are of weldless steel tubing, with closed, dust-proof head. The ball-bearing case is attached to the fork, so that the fork rests directly on a shoulder each side of the ball-bearing case.

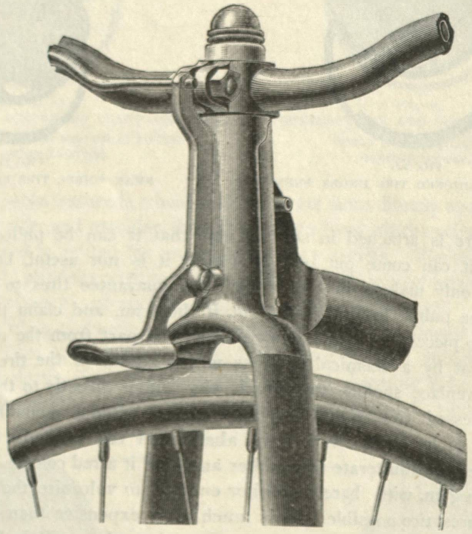


FIG. 3—VICTOR HEAD, SHOWING MANNER OF ATTACHING HANDLE-BAR.

OUR HANDLE-BAR is made of weldless steel tubing, tapered and curved, giving it a graceful appearance and great rigidity. The tip to which the handle is attached is formed by drawing the tubing down instead of attaching a separate piece, which is liable to break. (See Figs. 3 and 4.)

THE HANDLE is solid, black, vulcanized rubber, which it will be found impossible to break. The pear-shaped handle is used, as it is the one most generally demanded.

OUR SPOKES are tangent, which is one of the reasons why the Victor bicycle climbs hills so easily. In all wheels fifty-four inch and under, we use seventy-two spokes; fifty-six inch and above, eighty spokes. We think it well

to have plenty of spokes. Small wheels all have twenty-four spokes. All spokes are soldered on the hub, tied with steel wires at each crossing and soldered, and attached at the rim by means of long nipples, having fifty-six threads to the inch, and counter-bored, so that the strain on the spoke will not come on the thread but on the full-sized wire. (See Fig. 2.)

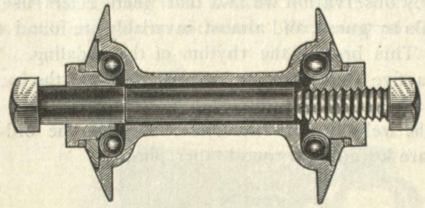


FIG. 18—SECTIONAL VIEW OF REAR HUB.

HUBS.—The front wheel hubs have flanges pinned to the axle and brazed to a shoulder, thus making it absolutely impossible to loosen the axle in the flanges. The small hub is one solid steel forging, making it a very light and strong hub. Felt washers are used on this to make bearings dust-proof. (See Figs. 2 and 18.)

In small matters as well as large the critic of the new Victor will find that vigilance has been shown in consulting the needs of riders. Heretofore dust-shields have rattled, and there has been no means of oiling the lower step in the steering head. Our dust-shields are attached rigidly to the swivel-head, and cannot rattle, and the lower step is oiled by throwing the backbone to the extreme right, thus opening up a hole which leads directly to the lower step, which is closed except in this position.

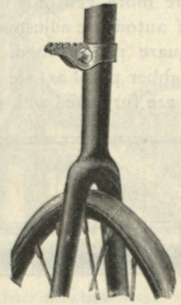


FIG. 17—REAR FORK, SHOWING ADJUSTABLE AND DETACHABLE STEP.

The common difficulty with the steering-head has been two-fold: first, it could not be oiled; second, no adequate means was provided for locking the nuts. Instead of the common check-nut, we use Latta's patent locked head, being a tapered, wedge check-nut, split on one side, with which the head can easily be locked in any position, thus allowing an easy adjustment of the steering-head with an absolute certainty that the nut will not start and shake loose. Patent fiber washers are used on the brake lever to prevent rattle.

THE STEP.—Our experience has taught us that bicycle steps are wanted and not wanted, in a great variety of ways. We therefore put on our machine

a light, adjustable step, which can be placed wherever the rider wishes; or, better still, left off entirely.

CRANKS are made with two holes instead of slots. (See Fig. 2.) This is a very expensive construction, as it costs twice as much to broach out two holes as one, and broaching is expensive work. We do this in order to insure uniformity of throw, as by observation we find that where riders use a slotted crank they set the pedals by guess, and almost invariably are found to use one longer than the other. This breaks the rhythm of the pedaling. With the Victor, riders can have a five inch throw or five and three-fourths inch, always exactly one thing or the other. If they should differ from us in this theory they have only to file out the web between the holes and have the old-fashioned slotted crank. Cranks are keyed with round taper pins.

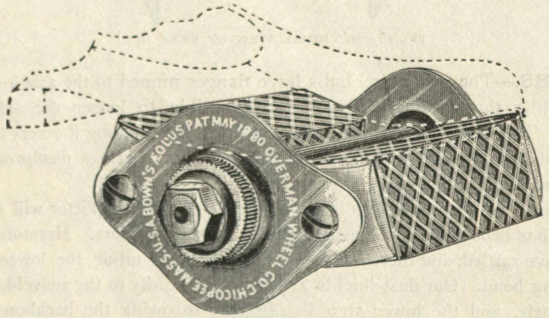


FIG. 19—SQUARE RUBBER PEDAL.

PEDALS.—Our square rubber ball pedals have during the last year continued to grow in favor, and are more generally used than ever. Their great success is due to the feature of automatic adjustment to the curve of the foot, which is the result of the square rubber used. This prevents slipping the pedal, and makes the square rubber pedal as safe as a rat-trap without its discomforts. All Victor bicycles are furnished with these pedals

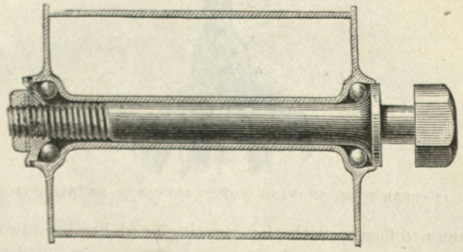


FIG. 20—SECTIONAL VIEW OF PEDAL.

THE SADDLE is the connecting link between the rider and the ridden. It is expected to be comfortable, to be in all parts pliable, to absorb by its spring the jar of the wheel, to be easily adjusted to take up the stretch of leather, and, most important of all, to be easily put on and off without tools. We provide all this in our Victor swing saddle. The jar of the machine wears itself away in passing through the long coils of the spring, and by its peculiar construction it has a fore and aft swing, which cushions the jar that might otherwise cause a

header. The leather seat of the saddle is as easily put on and off as one's hat —it can be taken off at every stop, thus keeping the seat dry, and effectually locking the machine, as it cannot be ridden without the saddle. Also its construction admits of any required tension. It leaves little to be desired in a saddle. The long flaps of the leather serve not only to protect the leg from the wheel but to protect the clothing from the dirt thrown by the wheel. Wire leg-guards are always liable to clog up with dirt. We adopted this plan originally

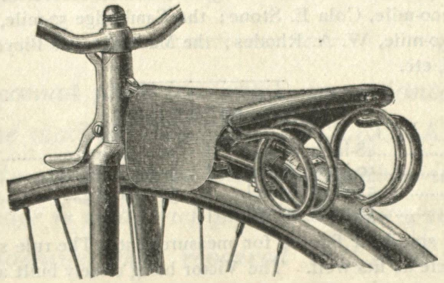


FIG. 6—VICTOR SWING SADDLE.

to avoid a patent which has since expired, but we have found it so valuable that we retain it by preference. Experience with this feature will convince any rider that we are right.

Where riders want more elasticity, with a longer seat and a half-inch higher in front, we supply a front spring for the Victor saddle at an extra charge of 50 cents.

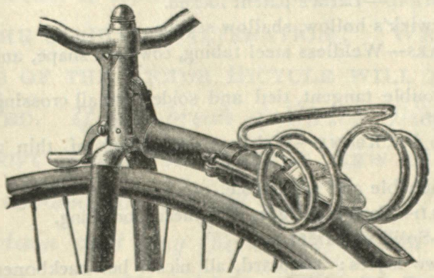


FIG. 5—SADDLE OFF.

FINISH.—We make two finishes—one with spokes, rims, backbone, and fork-sides in Harrington's enamel, black, and all other parts nickeled on copper; another all nickeled on copper, except rims and spokes, which are finished in Harrington's enamel. For this latter finish we charge ten dollars per machine, extra. As forged steel is hardest and stiffest on the outside it is not well to nickel-plate hollow rims and spokes. Since the metal is not thick enough to admit of grinding off to polish for nickel-plating we hold that hollow rims and spokes should never be nickel-plated, not only for this reason, but because it is almost impossible to clean them, which is necessary when they are nickel-plated, in order to prevent rusting.

For description of Harrington's enamel see page 18.

☞ See Testimonials, page 27.

RECORDS.

At the close of the racing season of last year there were 103 American amateur records held by riders of various machines. Out of these 103, **79 were held by riders of the Victor.**

The **first World's Record** made on an American bicycle was made by Geo. M. Hendee on the Victor.

The principal road races for 1885 were won on the Victor. This includes the Big Four 100-mile, Cola E. Stone; the Cambridge 50-mile, E. P. Burnham; the Boscobel 50-mile, W. A. Rhodes; the Massachusetts Bicycle Club 50-mile, W. A. Rhodes, etc.

LEG MEASURE.

32-inch leg,.....48-inch wheel.	36-inch leg,.....56-inch wheel.
33-inch leg,.....50-inch wheel.	37-inch leg,.....58-inch wheel.
34-inch leg,.....52-inch wheel.	38-inch leg,.....60-inch wheel.
35-inch leg,.....54-inch wheel.	

These are standard figures for measurement. The rule should be to ride as small a bicycle as fits well. The Victor being closely built and having a low saddle, a larger wheel can be used than of some other makes.

SUMMARY OF POINTS IN VICTOR BICYCLE.

TIRES—Finest Para gum, compressed in and cushioned.

BEARINGS—Bown's Æolus Ball, all round, including pedals.

SADDLE—Victor swing, detachable leather.

STEERING-HEAD—Latta's patent locked.

RIMS—Warwick's hollow, shallow section.

HANDLE-BARS—Weldless steel tubing, cow-horn shape, and tapered to top—detachable.

SPOKES—Double tangent, tied and soldered at all crossings, attached with long tube nipples.

FORKS AND BACKBONE—Weldless steel tubing of thin gauge and large section.

STEP—Detachable and adjustable.

DUST-SHIELD—Perfectly tight, with means for oiling.

HANDLES—Solid vulcanite.

FINISH—Two styles: standard, all nickel but backbones, forks, spokes, and rims; extra, all nickel but rims and spokes.

PRICES OF VICTOR BICYCLES.

48-inch, all nickel on copper except fork-sides, spines, rims, and spokes,	$122.50
50-inch,	125.00
52-inch,	127.50
54-inch,	130.00
56-inch,	132.50
58-inch,	135.00
60-inch,	137.50

Extra finish, all nickel except rims and spokes, $10 additional.

The above prices are for the machine complete, crated and delivered f. o. b. at Chicopee, Mass., with nickeled B. & S. wrench, nickeled spring-top oiler, and leather oiler case (wrench fits into loops under saddle).

"INTERCHANGEABLE."

RIDERS *cannot place too much importance upon having the machine they select* INTERCHANGEABLE. *If the parts are not made interchangeable, it means that when a repair is made each part will* HAVE TO BE FITTED, *and the machine when repaired will be a* PATCHED-UP AFFAIR, *and the rider's pocket will need to be patched.*

The expense of special fitting is always heavy and generally unsatisfactory. Remember the question is not whether you can FIT *the parts of a machine which you propose to ride, it is,* WILL THE PARTS INVARIABLY FIT WITHOUT THE SLIGHTEST ALTERATION? WE GUARANTEE THAT PARTS OF THE VICTOR BICYCLE WILL NOT REQUIRE TO BE FITTED. *If you break a Victor Bicycle and replace the part it will be* EXACTLY NEW *at that point, and not a cobbled-up, ill-fitted trap.*

If a certain part (say the crank) in ten machines of the same pattern is fitted in ten different ways—as must result by hand work—it is evident that at least nine out of the ten ARE WRONG, *i. e., they cannot all be different and all be right.*

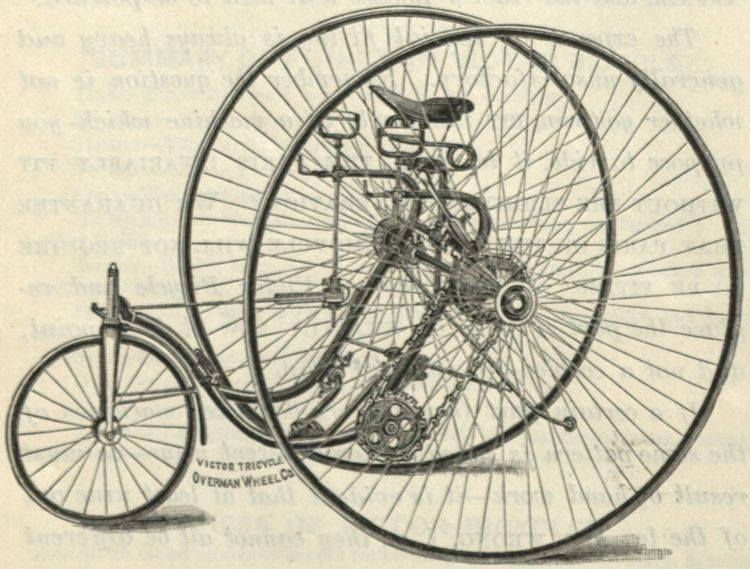
When made interchangeable, parts, being all made by the SAME *dies and cutters and finished to the* SAME *gauges,* MUST BE ALIKE.

"Things which are equal to the same thing are equal to each other."

THE VICTOR TRICYCLE.

THE VICTOR TRICYCLE has earned an enviable reputation during the past three years for a staunch, easy running machine. It is front steering, double driving, and parts are interchangeable and can be repaired by sending for duplicate parts, which will not require fitting.

The Frame is made of one jointless loop of weldless steel tubing, thus insuring the greatest strength and rigidity with the lightest weight.

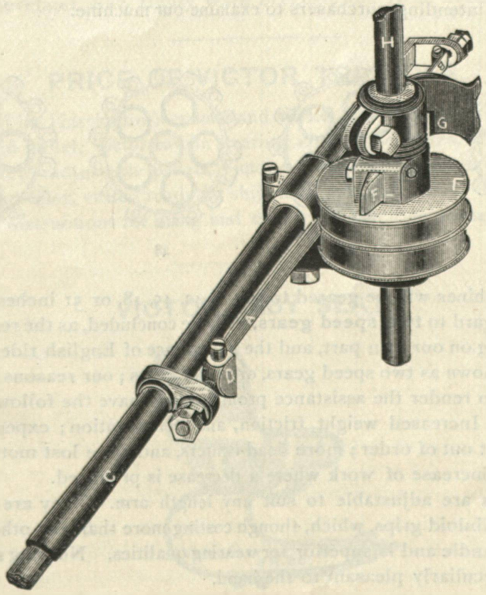


SIDE VIEW OF VICTOR TRICYCLE.

The Driving-Wheels are forty-eight inch, with sixty direct double butt-ended spokes, having forged steel hubs four and one-quarter inches by six. This makes a very rigid wheel, which it is *impossible* to "buckle." Small wheel is eighteen inches, with twenty-four direct spokes. The rims are U shaped, seven-eighths and three-fourth inches, made of sufficient weight to insure rigidity and strength.

Tires are of the finest Para rubber, moulded in endless round moulds, and *compressed* into the rims. Only compressed tires are used. They cannot come out and cannot be *pulled* out. (See page 6.)

Steering.—It is a matter of constant remark among riders that the Victor tricycle is *exceptionally easy-running*. This is due to the model, the material, and the care with which it is fitted. The experience of the past year has resulted in some improvements in the manner of making certain parts of the machine; notably the ribbon steering has been very much improved, and is now so made that it is impossible for it to break, the strain coming on the frame instead of the ribbon as heretofore. The tension of the steering handle may be regulated to anything required. The ribbons used are interchangeable, so there can be no mistake in putting them on. Every part of this device is adjustable for wear.



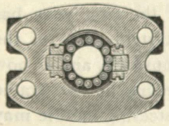
RIBBON STEERING.

The shake and rattle in the steering apparatus of a tricycle has been a source of endless annoyance and is caused by the rack and pinion construction. When rack and pinion steering is used there is necessarily lost motion, and as lost motion in the steering allows the little wheel to "wobble," it is evident that the best results in speed cannot be attained under such conditions. The ribbon steering makes the steering of the Victor tricycle as rigid as bicycle steering.

Bearings.—The Victor tricycle runs on one hundred and twenty-six hardened steel balls, so accurately made that a micrometer finds the variation to be under one-thousandth of an inch; Bown's Æolus ball bearings all round—to all wheels, pedals, and crank ends.

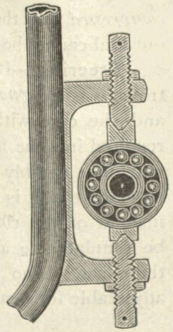
Cranks are hung in universal hangers, which automatically adjust themselves to any spring or strain of the crank or frame, and preserve a true line of bearings.

Pedals are perfectly adjustable for wear, run on fifty-six steel balls, and are dust proof. The square shape of the rubber adjusts itself to the curve of the bottom of the foot, which prevents "slipping the pedals." It also gives four wearing surfaces, making it very durable. The rubbers cannot roll under the foot as round rubbers do.

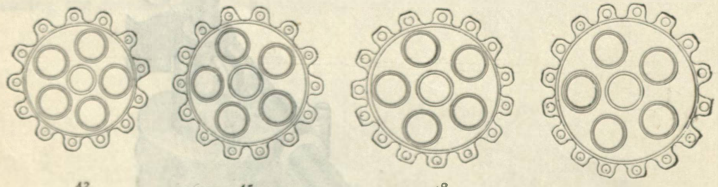


HADLEY'S ADJUSTABLE PEDAL.

There are many other points of superiority of less importance in our tricycle which we have not space to mention, but must ask intending purchasers to examine our machine.



CRANK END.



42 45 48 51

The machines will be geared to run as 42, 45, 48, or 51 inches, as above.

With regard to **two speed gears**, we have concluded, as the result of diligent experimenting on our own part, and the experience of English riders, to abandon all devices known as two speed gears, or power gears; our reasons being that the devices fail to render the assistance promised, and have the following objectionable points: Increased weight, friction, and complication; expense, noise, and liability to get out of order; more dead centers, and more lost motion; resulting in a positive increase of work where a decrease is promised.

Handles are adjustable to suit any length arm. They are nickel-plated, with white celluloid grips, which, though costing more than any other grip, makes a beautiful handle and is superior for wearing qualities. Nothing seems to affect it and it is peculiarly pleasant to the hand.

The following are specialties with the Victor tricycle:—

Bown's Æolus Ball Bearings all round, viz., all wheels, pedals, and crank shaft—126 balls.

Victor Ribbon Steering. Perfectly adjustable, no lost motion, no noise nor shake, no oil, no gear teeth.

Compressed Tires. Cannot be pulled out; increased elasticity; will wear twice as long as stretched tires.

Hill's Adjustable Saddle Spring.

Hadley's Adjustable Pedals.

Victor Saddle.

Celluloid Handles.

Ratchet Brake.

Finished in Harrington's Enamel.

For the benefit of those who are not advised of the great utility of the tricycle as a means of health, profit, and pleasure, we will say that there are about 100,000 now in use in Europe by ladies and gentlemen of all classes. Doctors, lawyers, merchants, mail-carriers, and policemen, tourists traveling for pleasure, and invalids in search of health, all are riding tricycles.

They are faster than horses, safer than walking, always saddled, and eat nothing. That the tricycle is almost never abandoned by those who have once yielded to its fascination is a most pertinent recommendation to the uninitiated. Among the earliest patrons of tricycling were Queen Victoria and the Prince of Wales, followed by nearly all the members of the royal family, the Emperor of Brazil, King of the Sandwich Islands, Khedive of Egypt, Czar of Russia, and the other crowned heads of Europe, together with people of wealth and distinction too numerous to mention.

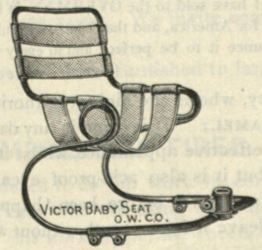
Among the many noted people who are riding tricycles in this country are President Cleveland, Rev. Henry Ward Beecher, and Hon. William M. Evarts.

PRICE OF VICTOR TRICYCLE.

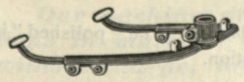
Finished in Harrington's enamel and nickel, Bown's Æolus ball bearings all round (126 balls), Victor ribbon steering, compressed tires, Hill's adjustable spring, Hadley's adjustable pedals, Victor saddle,—complete, with saddle bag, wrenches, and oiler, crated ready for shipment, $125.

Printed instructions for using and caring for machine are sent to each purchaser.

VICTOR BABY SEAT.



The Victor Baby Seat makes a very safe and comfortable seat for small children. Is attached just back of the front wheel. Price, enameled, $5.00.



LUGGAGE CARRIER.

Strong and compact, will carry a sheet of music or a satchel weighing 40 pounds. Price, enameled, $2.00.

The one-quarter and one-half mile record for the world is held by the Victor tricycle, ridden by Geo. M. Hendee, at Springfield, Mass.

HARRINGTON'S ENAMEL.

The manner of *finishing* our machines is quite as important as their construction. A machine may be perfect in mechanism, and still be a failure if the finish is bad. The usefulness of a tricycle depends largely on the ease with which it can be kept in order. When finished with Harrington's Enamel, machines may be cleaned at convenience, even leaving them untouched for months, without damage.

Harrington's Enamel will not chip off nor crack, is very hard, and admits of a beautiful polish, withstands the weather perfectly, can even be buried in the ground without injury. It is not affected by salt water—making a reliable finish for machines at sea-shore. In a machine having as many exposed parts as a cycle, which is to be used in all weathers and kept in order by the rider, it will be found that a finish which will absolutely prevent rust, and can be easily cleaned, is about as valuable as the machine itself.

Many other methods resemble this in appearance, and some even claim the same virtues, but in no case have they stood the test of wear. Short tests are of no value where the finish is expected to stand for years. Harrington's Enamel is *not an experiment*. It has stood the test of seventeen years, and can justly be called the only reliable finish for metals to be used out of doors. When we contemplated beginning wheel manufacture, we found in England that Harrington's Enamel had no competition; that it was acknowledged to be superior to all other methods of finish, and that we could not have the best without it. Our cycles are all finished with this enamel, and, as it would cost fifteen to twenty dollars to have this work done, we claim that the Victor Cycles are worth, on this account, much more than those finished by any other process. Except John Harrington, of London, we are the sole owners of this process.

(COPY.) COVENTRY, ENG., Nov. 1, 1882.

This is to certify, That I have sold to the OVERMAN WHEEL COMPANY the sole right to HARRINGTON'S ENAMEL for America, and that I have carefully examined the material and work as done by them and pronounce it to be perfect, and in every way as good as can be done by me.

(Signed) JOHN HARRINGTON.

Mr. Henry Sturmey, who is the highest authority on all wheel matters, says of HARRINGTON'S ENAMEL: "It is done in any dark colors, or combination of colors, and has a most effective appearance, whilst it is not only perfectly impervious to wet and rust, but it is also acid-proof even. I have had it in use some eighteen months, and have never before been 'happy' about my machine after a rainy run, but now can leave it for a month without attention, and it will be none the worse."

We could add many testimonials, but have not space to spare.—"A good wine needs no bush."

We will do no job work in Harrington's Enamel except wheels, forks, and backbones, and they must always be sent to us detached, as we will not undertake to be responsible for any other parts sent us.

We shall enamel in only one style, full polished black. The "polished" is too well and favorably known to need further description.

No striping nor varnish will be used.

Each part sent should be tagged with the owner's name.

PRICES.

Large wheels, . . .	$7 00	Small wheels, . . .	$3 00
Backbone, . . .	2 50	Fork, ...	2 50

PATENTS.

We are the owners of many United States Patents, and several in England. We warn manufacturers from copying our devices, as we always have patents applied for. We own and control many features of cycle manufacture, both in the United States and England, among the most important of which are:—

Bown's Æolus Ball Bearings.
Harrington's Enamel.
Warwick's Hollow Rims.
Compressed Tires.
Square Pedal Rubbers.
Bown's Æolus Ball Pedals.
Duplex Whistle with mouth-piece.
Victor Swing Saddle.
Hadley's Handle-Bar.
Hill's Saddle Spring.
Hadley's Adjustable Pedal.
Victor Baby Seat.
Victor Ribbon Steering.
Hadley's Steering Head.
Wicksteed's Acme Bicycle Stand.
Spring Top Oilers.

TIRE CEMENT.

We are makers of Tire Cement, and most of the cement used in the United States is made by us. It is used by large wheel makers and large dealers throughout the land, and we refer to every one who has used it to testify as to its merits.

If cement is good it must be adhesive and cohesive. It cannot be cohesive if when pulled out in fine threads (heated) it shows small particles of dirt in its composition. Please heat a piece of O. W. Co. Cement and draw it to a fine thread and notice its clean appearance. We invite comparison in this and all other respects.

The best is the cheapest. Prices furnished to large makers and dealers.

COMPRESSED TIRES.

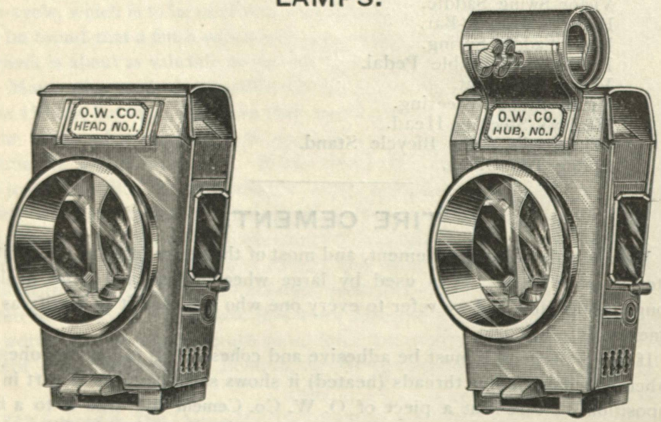
We have persistently refused to do job work in compressed tires, but the demand is so great among riders who are using contractile tires cemented in, that we have decided to do this work when the wheels are sent to us detached from other parts of the machine. The charge will be $5.00 per wheel, without regard to size; and tires when furnished by us will be $2.00 per pound for finest Para moulded tires. Wheels must be absolutely clean—cement *all* out.

Our machines are guaranteed to be free from imperfections in material or workmanship, and we will replace, without charge, any parts returned within a year from purchase of machine which give evidence of such imperfections.

Send 15 cents for Cabinet Photo of Victor Tricycle.
Send 15 cents for Cabinet Photo of Victor Bicycle.

CYCLING SUNDRIES.

LAMPS.



The O. W. Co. lamps lead the market in point of value. All have very deep reflectors—not ruined by a hole in the middle, cut glass front, and screw wick holders. They show a white light ahead, green light to starboard, red light to port, and two red lights astern; are made almost wholly with rivets, and will not melt to pieces as soldered lamps do.

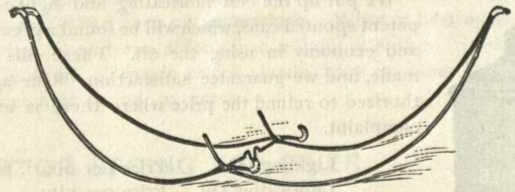
All hub lamps have metal bearings to go on axle, doing away with the screw fenders.

Head Light No. 2, enameled, ...	Price, $4 50
Head Light No. 2, nickel plated, ...	" 6 00
Hub Light No. 2, enameled, ...	" 5 00
Hub Light No. 2, nickel plated, ...	" 7 00

BOWN'S ÆOLUS BALL PEDALS.

Every bicycler who is riding a wheel with common pedals is looking forward to the time when he can have a pair of these beautiful Æolus Pedals. They are used on all the finest machines. We have made them of the best steel forgings, with the pins larger and tapering, thus greatly lessening the tendency to bend and break. Ends of pedals are of one solid piece, avoiding joints and rivets; furnished with our patent square rubbers. All are nickel plated. Price, complete, $10.00 per pair. (See Figs. 19 and 20.)

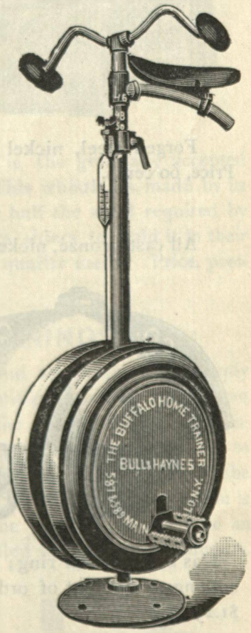
ACME BICYCLE STAND.



The Acme Bicycle Stand was invented by Charles Wicksteed of England. We purchased the patent, and since then have added this item to our manufacture for the cycling trade. There is no device which so completely provides for handling the bicycle either side up. It is easy to clean one's machine when inverted on an Acme Bicycle Stand. Every rider should own one.

Price $2.00.

BUFFALO HOME TRAINER.



This machine, for use at home, in gymnasiums, and club-rooms, is the best device of the kind. It is well made, and will be found useful to those who want to keep in training when they cannot go on the road.

Price, complete, $30.

WARWICK'S HOLLOW RIMS.

We are sole American owners of this very valuable invention, and are prepared to supply all sizes, of our own manufacture. Prices furnished on application. For description of these Rims, see pages 5 and 6.

We do not drill Rims where ordered for other wheels than our own.

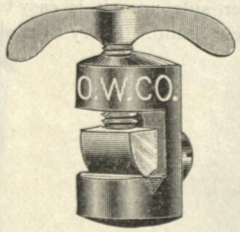
O. W. CO. OILS.

We put up the best lubricating and lighting oils in our patent spouted cans, which will be found a great convenience and economy in using the oil. These oils are the best made, and we guarantee satisfaction. Our agents are authorized to refund the price where there is any ground for complaint.

Lighting Oil,	Price per quart,	$0 60
Lubricating Oil,	Price per pint,	50

For the trade, securely packed in two dozen cases.

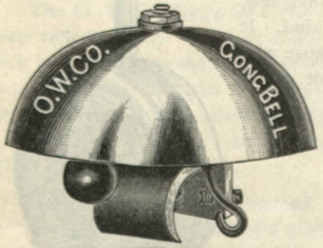
SPOKE WRENCH.



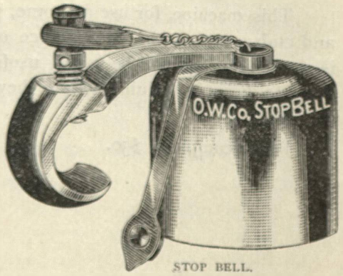
Forged steel, nickel plated. New design, compact, and very effective. Price, 60 cents.

BELLS.

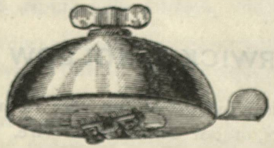
All cast bronze, nickeled. Cast metal has a clearer ring than forged metal.



Has a loud, clear ring; strong and nothing to get out of order. Price, $1.25.



Silent or rings continuously. The best bell of the kind. Price, $1.50.

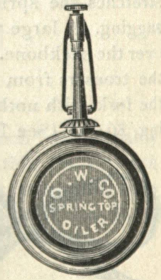


Can be rung continuously by means of clock work and spring. Price, $2.50.

PLUMBAGO.

Dry—to be applied with a brush to the chain, and to be used with an ordinary oiler for other parts of the machine. When a bearing is glossed over with plumbago, it will run a long time without attention. It should be used in bearings with oil. Tricycle chains should have no other lubricant. Price, per can of one-half pound, 50 cents.

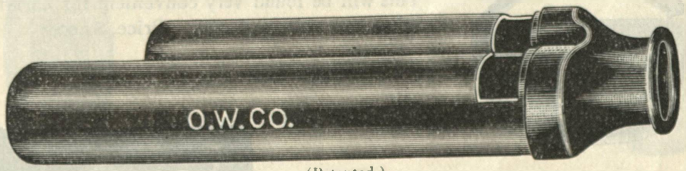
VICTOR SPRING TOP OILER.



No cap to lose. Opened and shut instantly. Cap cannot come off. Clean, convenient, handsome. The finest oiler ever offered to the cycle trade.

Brass, nickel-plated. By mail, 25 cents. Discount to the trade.

DUPLEX WHISTLE.



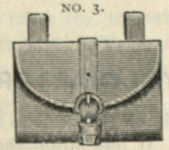
(Patented.)

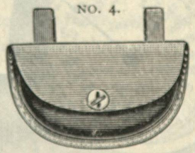
This whistle (cut full size, chain not shown) is the generally accepted signal for all cyclists and should be always ready. This whistle as made by us has several important improvements. It blows with half the wind required by others. It has a beaded mouth-piece, which enables riders to hold it in their teeth, etc., etc. Nickel-plated, with chain. Highest quality made. Price, postpaid, 25 cents.

BOWN'S ÆOLUS BALL BEARINGS.

We have purchased this very valuable patent, and are prepared to supply the bearings and pedals in large and small quantities to wheel makers and users. We are the only makers of this bearing in the United States, and confidently present it as the only perfect ball bearing made. It is impossible to make an adjustable bearing without using this patent, as it covers broadly the method of side adjustment. Any attempt at an adjustment from the bottom is worse than nothing, as it throws the true circle of the bearing groove into an ellipse. A ring of balls can only be adjusted by a beveled surface moved laterally.

TOOL BAGS.



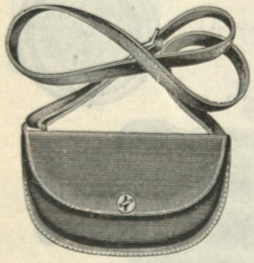


Tool Bag No. 3.—A very durable bag. Price, $1.50.

Tool Bag No. 4.—Neat appearance, with blocked front of one piece leather. Price, $1.50.

VICTOR SWING SADDLE.

The swing saddle is the latest thing in a combined saddle and spring. Has a fore and aft motion, thus removing a common source of "headers." This saddle has the great advantage of being readily removed, by displacing the leather seat, which is done by unhooking it at the front. When the leather stretches the spring can be placed farther back, thus compensating for the sagging. A large wheel can be ridden with this saddle, as the rider sits very low over the backbone. The skirts are made long to act as leg guards, and to protect the trousers from the mud thrown by the wheel. This gives a clear way under the fork, with nothing to gather dirt. Price, nickel-plated, with clips for attaching, $6.00. (See Figs. 5 and 6.) Patented in United States and England.

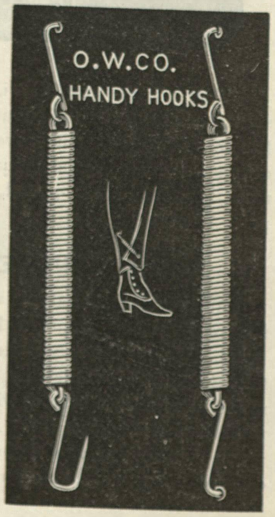


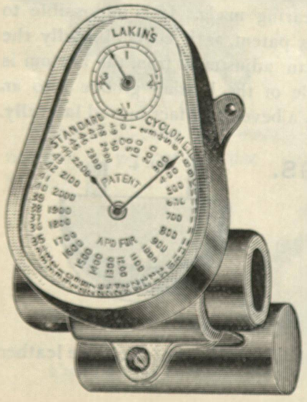
SHOULDER BAG.

This will be found very convenient for carrying lunches and small packages. Price, $2.00.

HANDY HOOKS.

Handy Hooks have become a great convenience to riders, for holding trousers in place, as a substitute for leggins. They are in great demand in this country and in Europe. Each pair mounted on black card, as shown in the cut. By mail, 10 cents.



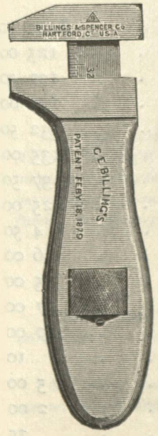


LAKIN'S CYCLOMETER.

It is on the principle of the endless screw and must be correct. It has stood the test well and can be recommended as reliable. Price, all sizes, $10.00.

SCREW DRIVER.

Forged steel, hardened. No tool bag is complete without it. Price, by mail, 25 cents.



POCKET WRENCH.

The Billings and Spencer "Yankee Wrench" is favorably known on two continents, and has a reputation for strength and compactness. Opens one inch, and is a solid steel forging. By mail, four-inch blued steel, 75 cents; nickeled, $1.00. Larger sizes in stock.

RUBBER CEMENT.

For mending tires, one ounce bottle, 25 cents.

POINTS AND JOINTS.

One piece of metal is always stronger and stiffer than two pieces. It is an art in cycle making to throw out a piece—to make a machine with the smallest number of pieces.

Joints should be watched both before and after buying. If a joint is not made *adjustable for wear*, it is a trap, and will soon rattle and shake.

Light machines are good to a certain point. The question, however, is not entirely one of weight.

It takes *steel* to make cycles. We are in the wheel business, and we have come to stay. We want to give good value to riders, and thus insure their help to *sell wheels*. We propose to have a helper in every rider of our cycles.

We invite riders to write us for information. It will be cheerfully given.

PRICE LIST.

Victor Bicycle, 48-inch,	$122 50
Victor Bicycle, 50-inch,	125 00
Victor Bicycle, 52-inch,	127 50
Victor Bicycle, 54-inch,	130 00
Victor Bicycle, 56-inch,	132 50
Victor Bicycle, 58-inch,	135 00
Victor Bicycle, 60-inch,	137 50
Victor Tricycle,	125 00
O. W. Co. Head Lamp, No. 2, black,	4 50
O. W. Co. Head Lamp, No. 2, nickeled,	6 00
O. W. Co. Hub Lamp, No. 2, black,	5 00
O. W. Co. Hub Lamp, No. 2, nickeled,	7 00
Bown's Æolus Ball Pedals, nickeled, with square rubbers,	10 00
Bown's Æolus Steel Balls,	10
Victor Baby Seat,	5 00
Victor Luggage Carrier,	2 00
Duplex Whistle, with mouth-piece and chain,	25
Spoke Wrench (for direct spokes), steel, nickeled,	60
Nipple Grip, for tangent spokes,	75
B. & S. Wrench, blue,	75
B. & S. Wrench, nickeled,	1 00
Gong Bell, nickeled,	1 25
Stop Bell, nickeled,	1 50
Serrell Bell, nickeled,	2 50
Hill & Tolman Bell,	3 00
Victor Swing Saddle and Spring, nickeled,	6 00
Screw Driver, forged steel, hardened,	25
Tool Bag, No. 3,	1 50
Tool Bag, No. 4,	1 50
Shoulder Bag,	2 00
Handy Hooks (on cards), per pair,	10
Spring-Top Oiler, brass, nickeled,	25
Leather Case for spring-top oiler,	50
Pocket Oiler, with safety cap,	20
Cement for tires, per pound,	1 00
Cement, per stick, 2 ounces,	25
Rubber Cement, for mending tires, 1 ounce bottle,	25
O. W. Co. Lubricating Oil, patent spouted cans, per pint,	50
O. W. Co. Lighting Oil, patent spouted cans, per quart,	60
Acme Bicycle Stand,	2 00
Plumbago, dry, half pound,	50
Cabinet Photo of Victor Bicycle,	15
Warwick Hollow Rims, prices on application.	

TESTIMONIALS.

We have ridden many different bicycles, but we have never had one that was equal to the Victor. The light weight, great strength of the backbone and forks, and the rigidity of the wheels make it the machine *par excellence*. We consider the method of fixing the tires so that they never become loose, the easy riding suspension saddle, and the ball pedals, are each of them sufficient to decide any one in purchasing a machine.

Yours respectfully,

A. C. CALKINS, D. PIIKOI,
T. F. CUMMINS, J. K. PIIKOI,
E. A. PIIKOI.

This is from "Prince David" Kawananakoa of the Sandwich Islands. The last two are his brothers.

Mr. Blake has asked me to write you of my experience with the Victor last year. It pleased me very much, and I shall ride it again this year.

B. B. AYERS, CHICAGO, ILL.

I have ridden bicycles on the road for over four years, and during that time have ridden all the principal makes. I must say I have never ridden a machine equal to the Victor for ease of running and various features which go to make a perfect bi.

GEO. M. HENDEE, NEW HAVEN, CONN.

A trial of your Victor bicycle convinces me that you have in it a superior machine. The remarkable ease with which it runs is a constant source of surprise. There is a certain flexible stiffness (if such a misnomer is allowable in descriptive language) in riding cobble pavements, gutters, and rough places, which I have not found in other machines I have ridden. This not only gives comfort to the rider, but indicates durability in the machine. This quality, and the firm bearing given by your square rubber pedals, rob rough riding of much of its disagreeableness, and add much to the rider's safety.

Wishing you the success your efforts deserve, I remain,

Yours respectfully,

J. A. CHASE,
Pres. Pawtucket Bicycle Club, PAWTUCKET, R. I.

The 56-inch Victor bicycle just arrived in good condition. I've run 250 miles on the 54-inch, half of it at least on the roughest of our cobble-stone pavements, and I've yet to find the first part or joint to need tightening up, or adjustment. I've never given it any oil except a few drops every 100 miles, and it didn't seem to need it then. The bicycle seems very near perfection. The handles, saddle, and pedals are just where they are wanted. Can ride muddy roads and get less mud on pants with your new saddle than with any other yet tried.

ABRAM G. POWELL, PHILADELPHIA, PA.

In riding your Victor bicycle 233½ miles in 23 hours and 51 minutes (total time including all stops), I am convinced that it is the *easiest running bicycle* I have ever ridden.

ALFRED A. McCURDY, LYNN, MASS.

I have just arrived in Boston, riding from St. Louis on a 48-inch Victor bicycle, 1,354 miles, over rough roads and in wet weather. The machine has stood the trip excellently well, and has needed no repairs. The saddle on the Victor is one of the finest I have ever ridden. My experience with the machine has made me a firmer friend of the Victor than ever. GEO. W. BAKER.

During the past season I have ridden a 56-inch Victor bicycle, enameled finish, and am entirely satisfied with the service it has given me. Although my friends accuse me of being the hardest man on a wheel in Chicago, my wheel runs to-day as easily as when purchased, and that after some pretty severe work in the country, where I found it as staunch as could be desired.

HENRY B. HAYWOOD, *Chicago Bicycle Club*, CHICAGO, ILL.

The Victor bicycle is the lightest running and easiest hill climber I ever mounted. The saddle I like better and better each day I ride it. W. C. MARSH, SPRINGFIELD, MASS.

I have ridden the Victor bicycle almost daily this summer; a distance of 2,500 miles; and would say that I think it is the best machine in the market. I have ridden this distance without spending one cent for repairs.

W. S. WRIGHT,
Captain Bristol Bicycle Club, BRISTOL, R. I.

I have lately been riding a —— ——, but when I mounted the new Victor, why, it took my breath away. It "takes the cake" here. I shall attend the Meet of the Iowa State Division of the League of American Wheelmen, *i. e.*, an officers' meeting, and shall take my Victor along to astonish the natives and open their eyes. I shall do all I can to help the sale of it.

WALSTEIN SEYMOUR, DES MOINES, IA.

I could not do without my tricycle. No ordinary amount of money would buy it if I could not replace it. MISS H. ADAMS, PALMYRA, N. Y.

After riding my 58-inch Victor about thirteen hundred miles, during which I received some pretty hard knocks, I am much pleased with its behavior. The accuracy of the workmanship, and fit of the various parts, are admirable. Only the very best material could withstand the racket it has had. The exercise of wheeling is so invigorating that I could ill afford to spare my wheel even for a few days. A. B. HILL, *City Engineer*, NEW HAVEN, CONN.

I must congratulate you upon the success of your Victor bicycle, which I have given a thorough trial this season. Having ridden most of the prominent makes of English machines, I find that the Victor is equal to them all, and vastly superior in many points, foremost among which are your compressed tires, square rubber pedals, and swing saddle. The nickeling has far exceeded my expectations, retaining its luster as when new. For a roadster it appears to be perfect, and in coasting I have failed to find its equal. WM. J. HALL, 11 Mt. Vernon st., BOSTON, MASS.

Mr. R. H. James, one of the Buffalo Bicycle Club, and a man who has had a deal of wheeling experience, after riding his Victor bicycle 206 miles in 29 hours, including all stops, says of his machine: "I have ridden my 54-inch Victor 2,400 miles since June 14th, including several century runs. It has cost me nothing for repairs. I am more than satisfied with it."

I am more than satisfied with my machine. I. J. KUSEL, SPRINGFIELD, ILL.

Allow me to state, as a mechanic and practical wheelman, that the Victor excels all other roadsters. CHAS. BECKMAN, SALAMANCA, N. Y.

The opinion of your wheel in this place is that it is the easiest running wheel made.

HAROLD SERRELL, PLAINFIELD, N. J.

I can frankly say the Victor is the best wheel I ever rode. A. P. DUNN, ALBANY, N. Y.

After subjecting my 56-inch Victor bicycle to the most rigid tests this season, I am more than pleased to say that hills have lost their terror to me, and wheeling has a far greater charm since I adopted the Victor as my steed. The Victor swing saddle is simply perfection. The square rubber ball pedals *never* cause the feet to slip when taking a bad hill. A spoke wrench is absolutely superfluous, as the Victor spokes *cannot possibly turn loose*, nor *rattle*. The same is true of the handle-bars, and the Victor compressed tires eclipse by far the other method in use on rival wheels. I defy any one to pull my tire out of place with the hand only, and a wheelman with nothing but two good glass eyes can see, or rather feel, that on any half decent road the Victor is *perfectly noiseless*, a fact of no small importance, and Bown's Æolus ball bearings all around cap the climax. Trusting that the Victor will have the large sale that it so fully merits, I lay my pen aside to vault into the saddle for a moonlight spin on the "King of the road," the Overman Wheel Company's Victor bicycle.

W. A. GILMAN, WATERVILLE, ME.

I purchased a 56-inch machine of the Victor make through Mr. Voorhees, one of your agents, and wish you to know how thoroughly pleased I am with it. I have ridden other machines, and I must say that none of them compares with your machine in easy running.

CRAIG R. GUERIN, MORRISTOWN, N. J.

Your Victor wheel is all one can ask for, and runs very easy.

W. D. CHANDLER, CHEYENNE, WY. TER.

I bought my machine of Mr. Horsman, in New York, and have had a good many very pleasant rides on it. I think it is simply immense, and will not fail to recommend it to all my friends.

FRANK L. C. MARTIN, PLAINFIELD, N. J.

I am highly pleased with the ease in riding the Victor; I think it comes close to being a perfect bicycle. I have ridden several other makes, but have now decided in favor of this.

CLARENCE B. DANN, NEW HAVEN, CT.

I just got my Victor the other day, but feel as if I had had it six months, so quickly did I get used to it. It is the finest bicycle I ever used.

GEO. D. McBIERNY, 1736 Prairie av., CHICAGO, ILL.

Your Victor swing saddle is without a doubt the most perfect saddle made for ease and comfort over rough roads. It leaves nothing to be desired, and I have tried a great many different kinds of saddles and springs without entire satisfaction until I rode your Victor.

W. C. FRANCISCUS, LOCK HAVEN, PA.

Men that have ridden for years are discarding their wheels, and straining themselves to get a Victor. ROBT. C. WOODWORTH, LOS ANGELES, CAL.

Two members of our club ride Victor wheels, and they go ahead in coasting, which won't do.

J. M. McFADDEN, NEW YORK CITY.

I cannot speak too highly of the Victor tricycle. Mine is in daily comparison and competition with various American and English tricycles, and for smoothness of running, durability, speed, and in fact all the points that commend a tricycle, it excels. Of other machines, I find that some rattle intolerably; others buckle at the slightest provocation; some won't climb a hill "worth a cent"; and in others the tires come off, or the ball-bearing adjustment gets loose. The Victor has none of these bad qualities. It is the best looking and smoothest running machine that enters Prospect Park. It has so far cost me nothing to keep it in repair. The blessing of having a *firm tire* is *great*. Before I began to ride I suffered terribly from sick headaches, having them twice a month on an average. Now I never have them when I ride, say, twice or three times a week. My oldest boy (16) will never be happy until he has a Victor bicycle, and I shall order one as soon as I can afford to do so. Command me for anything I can do for you.

A. H. ANGELL, Editor *Brooklyn Union*, BROOKLYN, N. Y.

I find the tricycle gives me less fatigue than walking, and travels a good deal more rapidly.

J. A. BAUMAN, 306 N. 9th St., ALLENTOWN, PA.

In March last I bought of you a Victor bicycle, No. 52, probably the first sent South. I have ridden it more than 1,500 miles, equivalent (in wear and tear of machine) to 15,000 miles of the dandy roads I saw in Boston suburbs this summer, and can truthfully say that I have seen no other make for which I would exchange it.

O. C. WHITE, MEMPHIS, TENN.

Since April 27th I have ridden 2,063¾ miles, with what results you already know. I am certainly in love with my wheel, and feel as much at home on it as I do on the ground.

CHAS. J. SCHERER, MEMPHIS, TENN.

You say you hope I will like my Victor bicycle. In reply I would say that in my opinion it truly is a *victor* over any I ever owned, and I like it first-class. I think it is a strong, easy running, rigid machine, finished in a (to my eye) neat, and (as far as my love of rubbing and polishing goes) sensible style.

G. M. GREGG, Kennett Square, CHESTER CO., PA.

I can speak well of the machine, having ridden from Kansas City to Olathe, Kas., in 2 hours and 10 minutes, a distance of 26 miles, and climbed hills which I could not touch on my last machine.

HENRY ASHCROFT, Room 73 Commercial Block, KANSAS CITY, MO.

I have found the Victor a staunch, reliable wheel, and well adapted for our rough and hilly roads; a good coaster, and a capital hill climber; and I consider it in many ways superior to the former makes I have ridden.

LINDELL GORDON, *Capt. St. Louis Ramblers.*

Your Victor bicycle is all I ask of any machine, including strength and durability; and as for easy running, I don't think there is anything to compare with it.

EUSTIS PRATT,
Care Simons, Hatch & Whitten, 1 Winthrop Square, BOSTON.

I have had a Victor wheel about six months, and am well pleased with it.

J. S. HAINES, CONNELLSVILLE, PA.

I have ridden nearly 1,500 miles since the 15th of last May on a 56-inch Victor, and the machine to all appearances is in as good condition as the day I received it. It is stiff, staunch, and *very* easy running.

V. L. NETTLETON, COLDWATER, MICH.

I have given my Victor a thorough trial, and declare unhesitatingly that it is perfection itself.

ADELBERT A. BRYSON, FALL RIVER, MASS.

My 46-inch Victor still continues to coast away from everything. It certainly has the most remarkable proclivities for coasting of any wheel I have ever seen.

ARTHUR YOUNG, ST. LOUIS, MO.

During the past season I have ridden more hills, more sand, and more rough going than ever before, but it has been the first season which I have ever passed through without taking a header.

LEWIS C. TRAVERS, SO. GARDNER, MASS.

Having handled bicycles of nearly every make and description, I find the Victor a superior machine, the workmanship as to the fitting of the different parts, the general construction and finish being excellent, which fact facilitates any needed repairing very much. As I had occasion to see the strength of the Victor wheel tested by the most severe accidents, I am safe to say that it seems an impossibility to get it buckled, which fact will be appreciated by those who were ever afflicted by buckled wheels.

C. RODE, OAKLAND, CAL.

Of all the bicycles, English or American, that I have ridden, the Victor is the lightest running.

A. J. ROSBOROUGH, SAN FRANCISCO, CAL.

I am pleased to express my perfect satisfaction with the Victor bicycle I purchased of you during the past season. I have given it a thorough test, and take pleasure in pronouncing it a first-class roadster, light, strong, and exceedingly easy running. The tires never become loose, and the ball pedals are the best I have ever seen.

A. H. CRANE.

Having ridden several different bicycles during my experience, and having a knowledge of machinery, I am prepared to say that I consider the Victor has more good points about it than any other bicycle I know of. It is light, rigid, and strong; the tires never get loose, and it is the easiest running machine I have ever used. Being made entirely of steel, and all parts accurately fitted, it is easily repaired in case of accident; the new part fitting its place at once without extra work.

J. W. STANFORD, SAN FRANCISCO, CAL.

After having subjected my Victor to a good all-around test during the last season, I find it to be in first-class condition, showing as yet no signs of weakness. A severer proof of its durability lies in the fact that I learned to ride on it, and so it had to bear all the unnecessary hard usage which the ignorance and awkwardness of a novice inflict on his first machine. With this strength, it combines easy running, being a superb coaster, and altogether has not fallen one whit short of your guarantee that it was in all respects a first-class, number one wheel.

H. M. WHITNEY, SAN FRANCISCO, CAL.

I can say of the Victor that it is the stiffest and easiest running machine I ever rode, and if ever I get another bicycle it will be a Victor.

E. G. WHITNEY, 106 Dartmouth St., BOSTON, MASS.

To all riders of wheels I can cheerfully recommend the Victor. The 54-inch machine I ride runs easier every day; its ball bearings are perfect, it makes no noise, it climbs hills easily, and coasts magnificently; in fact, with its solid handle-bars, it is perfect, every one who has tried it remarking how easily it runs.

P. E. HASLETT, SAN FRANCISCO, CAL.

I have ridden a 52-inch Victor between 2,000 and 3,000 miles, over all sorts of roads, and much of the time at a high speed, having several times during the season made from 150 to 200 miles in one day. It is the strongest, lightest, and easiest running of the many machines I have ridden, and in coasting is far ahead of them all, which is the best test of its running. The backbone and forks are so rigid that they do not twist and bind upon the bearings when the power is put on in hard riding; and the wheels are so strong that the hardest falls (of which the machine has had a number), have failed to damage them, or make them in the slightest degree untrue. With the Victor I can climb hills which were impossible to me with any other machine, and if I were to choose a new machine to-day it would be a 52-inch Victor.

WM. J. BOWMAN, OAKLAND, CAL.

When I have a good thing and know it, I like to let others know it also, and especially the people that I got it from, from which you will readily perceive that the Victor you sold me has given entire satisfaction, and think it will also have another patron in this section next year. I have ridden many wheels, but for wear and tear, ease and comfort in riding, and a thoroughly good wheel in all points, give me the Victor, or — a horse and buggy.

ASHLAND POAGE, ASHLAND, KY.

2,043 miles of riding; two severe headers (either of which would have ruined an ordinary wheel), and yet my last year's Victor is practically as good as new. The only sign of wear is a scar on backbone, caused by the grinding of a buggy wheel which collided with and dragged me several rods. Not even a broken spoke, and, owing to the extreme firmness and elasticity of the tire, it has less cuts than had any other wheel I've ever ridden at one-quarter the distance. I want no other wheel than the Victor.

THEO. ROTHE, BOSTON, MASS.

Was never better pleased with a wheel than I am with the Victor. I weigh over 180 lbs. and have done some rough riding with the Victor, but the wheels remain as true as they were the day I received it.

CHAS. F. VAIL, PEORIA, ILL.

I must say that the Victor is the finest wheel I ever mounted. The roads are very rough and hilly here. I gave it a very severe test all of last season, up hill and down. It is in splendid condition; in fact, as good as new; and I am glad to say that I shall be contented to ride the Victor this season and not be obliged to look for anything new, as in the last three seasons.

W. J. WALTERS, PROSPECT, N. Y.

I like the Victor very much indeed. Lays right over the ——.

I. F. FOSTER, with Sidney Shepard & Co., BUFFALO, N. Y.

We, the undersigned, rode the Victor bicycle all last season, and found it satisfactory in every respect. We recommend wheelmen wanting a good and light running roadster, to buy the Victor.

C. G. WANENMACHER,
J. A. WEBER, BUFFALO, N. Y.

We, the undersigned, having used the Victor bicycle during the past year, take great pleasure in recommending it as a strong, durable, and easy running machine for general riding, touring, and hill climbing.

J. F. FOSTER, 217 Delaware ave., S. J. CURTIS, 204 Seneca st.,
F. W. PARSONS, 490 Delaware st., J. T. KYLE, 186 15th st.,
C. S. SIMPSON, 34 Ellicott st., W. K. JACKSON, 319 Main st.,
O. H. P. CHAMPLIN, 405 Prospect ave., BUFFALO, N. Y.

SUGGESTIONS.

Correspondence must be sent to Boston.

We deliver all Cycles f. o. b. at Chicopee, Mass., when our responsibility for carriage ceases.

Sundries and Parts are shipped from Boston.

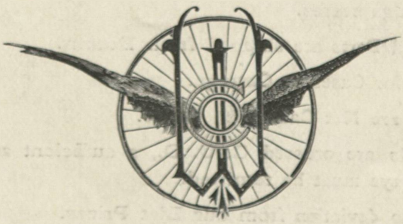
No Charge for Cases or Cartage.

Our Terms are Net Cash with Order.

When Goods are ordered C. O. D., a sufficient amount to cover carriage both ways must be remitted.

We make no deviation from our List Prices.

No Goods should be shipped to us without first obtaining instructions from our Boston office.

All Wheels sent for Enamel or Compressed Tires must be clean and absolutely free from cement.

We would suggest the use of American Express money-orders as a safe and convenient form of remittance.